

REPORT

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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH
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On 28 and 29 February 1948, the situation in 'Hemar Harbor was as follows:

1. In the Holzhafen were three German wrecks, the "Everiga", the "Braunsberg", and one, the name of which could not be established. At the SW end of the Holzhafen lay the Russian "Polus" (1500 - 2000 tons), which was under repair.
2. No ships were to be seen in the Alter Hafen (Derutra), but immense piles of briquettes were awaiting shipment. There is a large double grain elevator (quonon) on the NE side of the Alter Hafen.
3. Three Russian ships of an approximate tonnage of 1500 to 2000 tons were under repair at the Kohlenhafen. Two were identified as the "Petrodvorets" and "Equator"; the name of the third could not be ascertained.
4. The shipways of the former Marine S.A., of the Seglerverein (both in the Holzhafen), and of the town shipyard at the Segelbootshafen, were all occupied by so-called "K.T.-Boote", each of which had the initials "K.T." on the hull.

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It could not be ascertained whether these vessels were a new type under construction, or old wartime German hulls now being fitted out. Some six such hulls are being worked on, of which three are docked in the Holzhafen slips.

5. The "K.T.-Boot" is described as follows:

Built on lines of the German 45-ton "Mäxchenboot" but possibly slightly smaller; overall length that of German naval launch; no torpedo tubes or superstructure indicative of future armament; armored bridge; decking of white iron plate (Weissblech). Rough sketch below:

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6. A third crane, similar in type to the two 10,000-kilo cranes previously reported as having come from the Vulkanwerft, Stettin, has now appeared on the NW end of the Kohlenhafen.

7. [REDACTED] the official program of the Vulkanwerft involves the construction of fishing smacks eighteen meters in length with a six meter beam.

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